

# Bellevue 120th Avenue NE Corridor Project

PRELIMINARY DRAFT  
Project Description Technical Report

*prepared for*  
City of Bellevue

*prepared by*  
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The City of Bellevue proposes to make improvements to 120th Avenue NE. This 1.1-mile corridor is located in the historic light industrial area of the city that lies to the east of downtown and southeast of the Interstate 405 (I-405)/State Route 520 (SR 520) interchange. The proposed improvements would widen the existing two-lane roadway with one lane in each direction to a five-lane roadway cross-section with two lanes in each direction, a center turn lane, continuous sidewalks and bicycle lanes on both sides of the street, and planting strips on both sides of the roadway that would use natural drainage practices.

The Bellevue 120th Avenue NE Corridor Project would improve local traffic circulation, bring intersection geometry up to design standards for anticipated traffic volumes, improve safety, and accommodate future intersections with planned transit facilities, such as the Sound Transit East Link light rail alignment. Project improvements would also create better traffic flow along 120th Avenue NE and roadways intersecting it, including Northup Way, NE 12th Street, NE 8th Street, and the future NE 15th/16th Street. These improvements would help traffic movements from downtown to eastbound SR 520 without creating further congestion on I-405. The project would also provide continuous pedestrian and bicycle facilities along the corridor, thereby allowing for alternative forms of access to local recreational facilities, businesses, and the future 120th Avenue NE light rail station.



# 1.0

# Introduction

## 1.1 Proposed Action in Brief

The City of Bellevue (City) proposes to make transportation improvements to 120th Avenue NE. The improvements extend a distance of approximately 1.1 miles and would extend from just south of the existing NE 8th Street intersection and travel north to Northup Way. The proposed project would widen the existing two-lane, generally unimproved roadway to a fully improved five-lane roadway with two lanes of traffic in each direction and a center turn lane. In addition, bicycle lanes, curbs and gutters, planting strips, and sidewalks would be added to both sides of the street. Furthermore, the roadway would be improved and realigned at its major intersections, particularly with NE 8th and NE 12th Streets.

Because federal approvals, permits, and funding assistance would be required to construct these improvements, the proposed project is subject to review under the National Environmental Policy Act. Preparation of this technical report supports preparation of required environmental documentation for the proposed project.

## 1.2 Purpose of this Report

The purpose of this *Project Description Technical Report* is to explain the project's Purpose and Need, discuss alternatives development, and discuss in detail the proposed project elements. This report also presents details on the project's independent utility, anticipated construction methods and schedule, and the estimated capital cost of the project. This report is also intended to present all of these details regarding the proposed project in one report, rather than detail various elements in one or more of the other technical reports. Placing all of this information in one report also addresses the potential risk of inconsistencies occurring in the project description if it were to be presented in detail in multiple reports. As such, it will be helpful to readers of the other technical reports to keep a copy of this technical report at hand; each of the other technical reports prepared in support of the project's environmental documentation refer to this report.



## 2.0

## Project Purpose and Need

This chapter discusses the Purpose and Need for the proposed widening of 120th Avenue NE between NE 8th Street and Northup Way. Topics addressed include the project area, the transportation network, existing roadway conditions, and the existing and forecast transportation performance.

### 2.1 Project Area and Transportation Network

The project is located in a mixed-use commercial and light industrial district approximately 1 mile east of downtown Bellevue, Washington (Figure 2-1). Major transportation connections in the project vicinity include I-405 and SR 520. The project is located entirely in the city limits of Bellevue.

The topography of the project area is moderately rolling. There is little variation along the roadway alignment, but it is adjacent to largely depressed areas on both to the east and west. The major warehouse and distribution complexes along the corridor were built in the mid-1950s.

The 120th Avenue NE Corridor primarily provides access to commercial, warehouse, and industrial businesses. However, the arterial also provides a critical linkage between these businesses and major regional highways. The project area is just southeast of the I-405 and SR 520 interchange (Figure 2-2). Traffic in the project corridor would travel south to NE 8th Street and then west approximately five blocks to I-405. The north-south I-405 is a belt route that connects to I-5 south of Lake Washington in Renton, serving the many growing cities and suburbs east of the lake, and connects again to I-5 near Lynnwood in Snohomish County to the north. Likewise, traffic can travel north on 120th Avenue NE and then travel along Northup Way about 10 blocks to access SR 520, which extends east-west and connects Seattle, Bellevue, Kirkland, and Redmond. This easy access to the region's major highways is a major reason why so many warehouse and distribution businesses are located in this area.

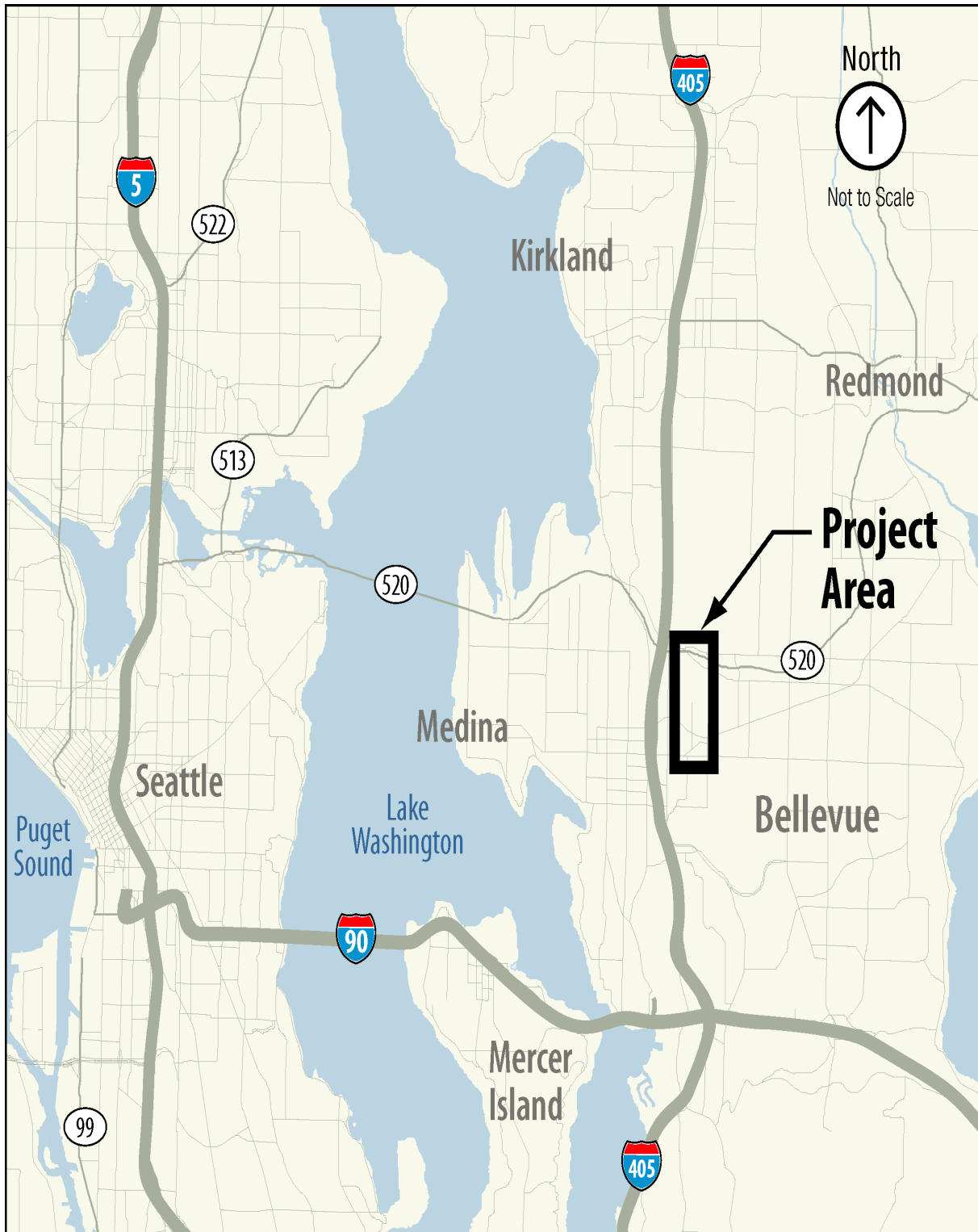


Figure 2-1. Project Vicinity Map

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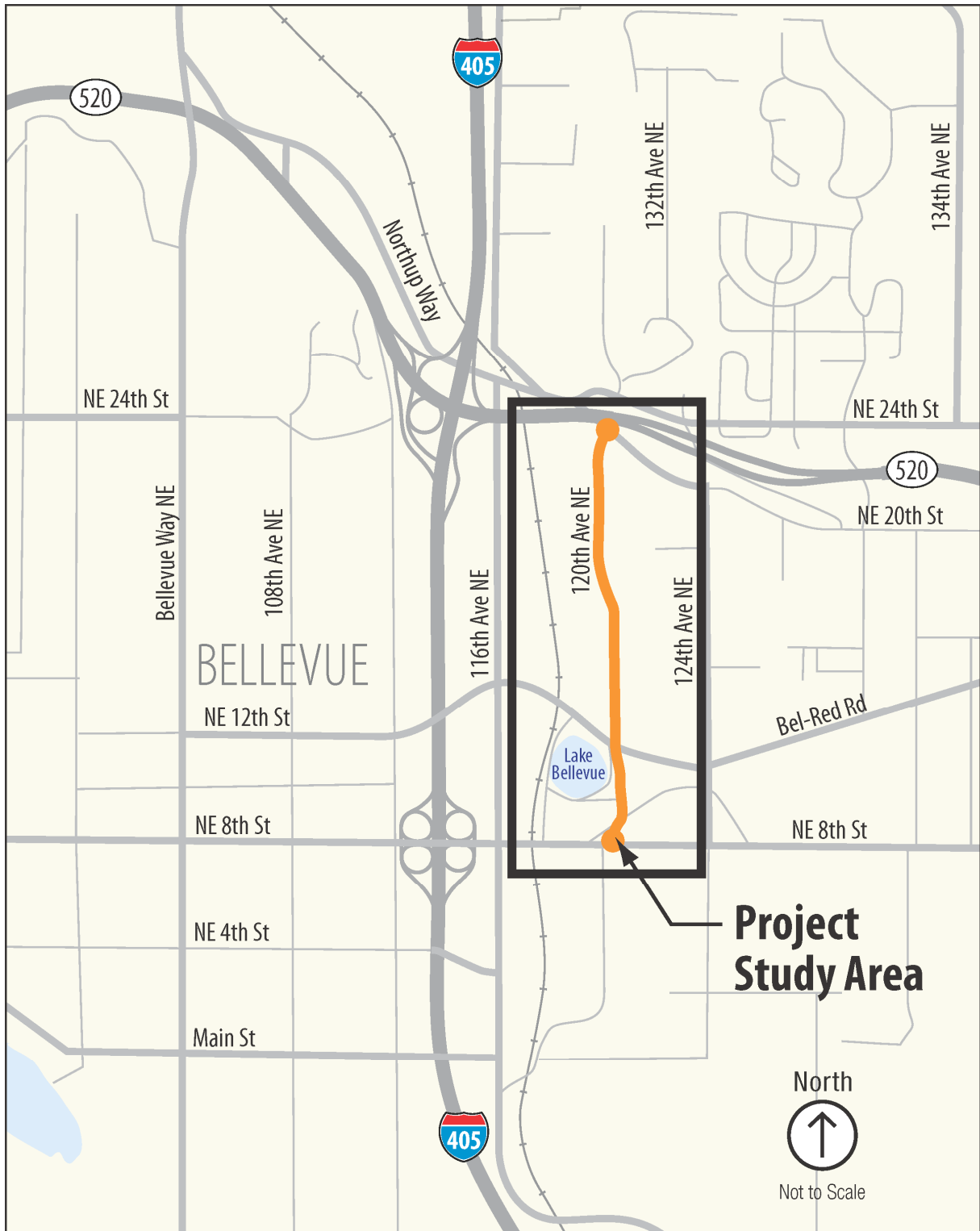


Figure 2-2. Project Study Area

## 2.2 Existing Roadway Conditions

Within the project limits, 120th Avenue NE is mostly a two-lane arterial roadway with one lane in each direction. At the intersection of NE 12th Street, 120th Avenue NE includes left-turn lanes in both directions and one northbound right-turn-only lane to eastbound NE 12th Street. At Northup Way, 120th Avenue NE expands to five lanes that include a two-way, left-turn lane in the center that transitions to a painted median at the intersection, a left-turn-only to Northup Way westbound, a right-turn-only to Northup Way eastbound, one through southbound lane, and one southbound lane that becomes a right-turn lane that drops into the adjacent parking area on the west side at the first driveway. Much of the corridor does not include curbs, gutters, or sidewalks, with the exception of the recently constructed NE 12th Street and Northup Way intersections. The posted speed limit on 120th Avenue NE is 30 miles per hour.

Large parcels are adjacent to the public right-of-way, and driveways enter the roadway from both the east and west. Parking on the unpaved shoulder occurs adjacent to the northbound lane at several locations in the southern half of the project corridor. While many of the buildings located along 120th Avenue NE are set back from the road, there are a few that are quite close. The Granger building (approximately 2200 120th Avenue NE), located just south of Northup Way, is approximately 15 feet from the existing outside edge of the right-of-way. The King County Metro building (approximately 2000 120th Avenue NE), located north of NE 12th Street, is approximately 30 feet from the existing right-of-way.

The existing alignment crosses the West Tributary of Kelsey Creek just south of the Granger property, and wetlands are located along the creek west of the roadway. The creek enters a culvert on the west side of the roadway and continues underground for several hundred feet, day-lighting just south of the Safeway Bakery Plant (approximately 2200 120th Avenue NE) and entering a second wetland area. Two additional wetland areas are located north of the NE 12th Street intersection.

Two non-operational railroad spurs cross the existing 120th Avenue NE alignment in Segment 3. One spur runs into the Safeway Bakery Plant, while the second runs into the King County Metro property.

Project area traffic includes substantial heavy trucks traveling to and from transportation and distribution facilities along the corridor. Dead-heading buses (not carrying passengers) also travel frequently along 120th Avenue NE as they travel to and from the Metro base yard. Automobiles travel to local businesses and a church, and through- traffic heads north and west of downtown Bellevue.

Figure 2-3 illustrates the project corridor.

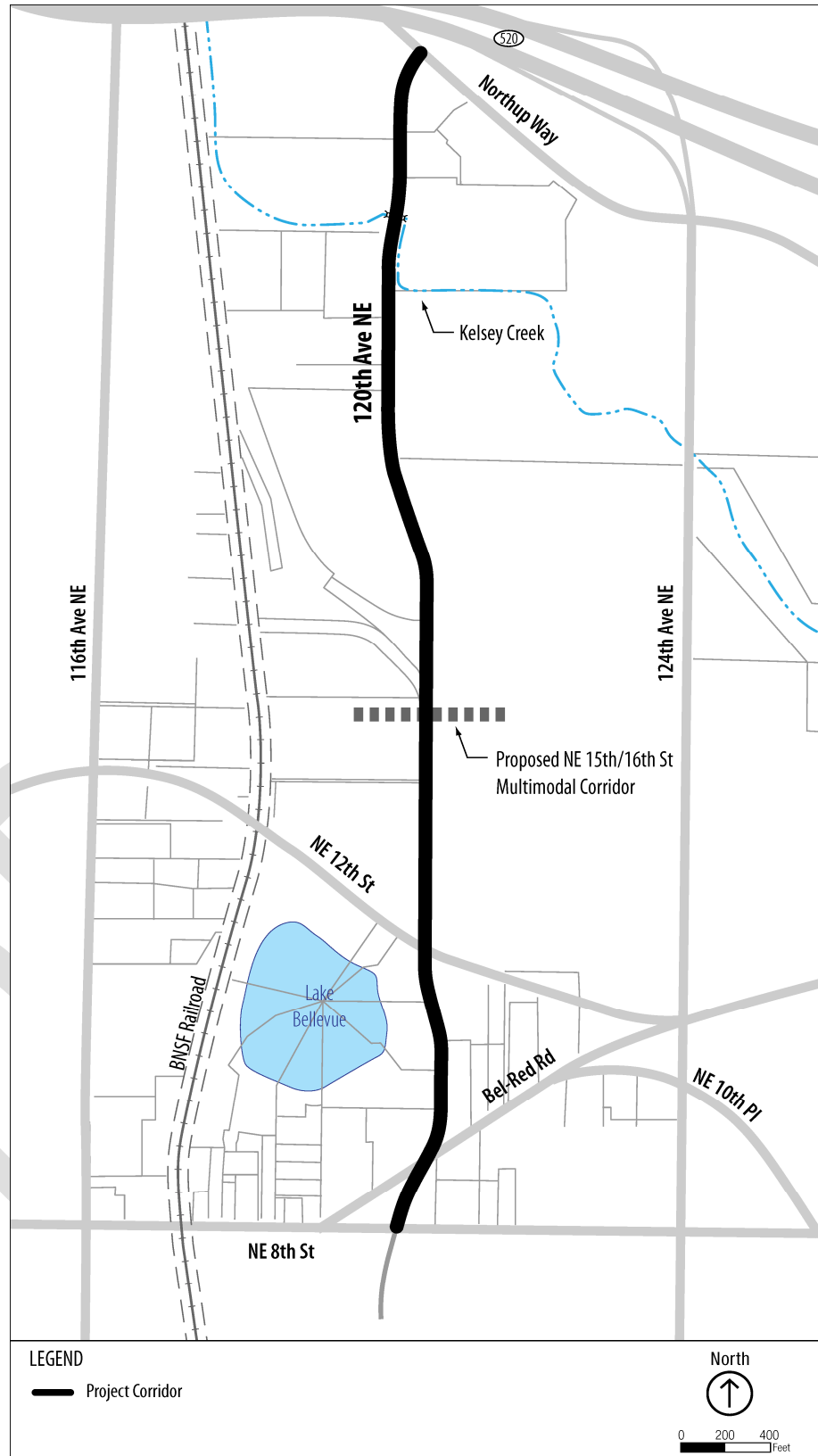


Figure 2-3. Project Corridor

## 2.3 Project Purpose

The purpose of the proposed project is to improve local traffic circulation, bring intersection geometry up to design standards for anticipated traffic volumes, improve safety, and accommodate future intersections with planned transit facilities, such as the Sound Transit East Link light rail alignment. Project improvements would also create better traffic flow along 120th Avenue NE and roadways intersecting it, including Northup Way, NE 12th Street, NE 8th Street, and the future NE 15th/16th Street. These improvements would help traffic movements from downtown to eastbound SR 520 without creating further congestion on I-405. The project would also provide continuous pedestrian and bicycle facilities along the corridor, thereby allowing for alternative forms of access to local recreational facilities, businesses, and the future 120th Avenue NE light rail station.

In summary, the proposed project would address the following needs:

- To provide acceptable levels-of-service to meet anticipated transportation demand;
- To improve access connectivity with the regional and local transportation network;
- To improve safety by reducing existing roadway design deficiencies, particularly serving the needs of large truck and freight vehicles, as well as buses; and
- To improve the quality of life by improving mobility and transportation choice, particularly for transit, bicycle, and pedestrian traffic.

## 2.4 Existing Transportation Performance

### 2.4.1 Traffic Conditions

Existing conditions along 120th Avenue NE are below the acceptable levels-of-service during peak hours. As published in the Transportation Research Board's *2000 Highway Capacity Manual*, levels-of-service are divided into five categories, rated A through F. Poor transportation service is rated level-of-service D, E, or F. Typically, traffic conditions rated level-of-service D are characterized by long delays and high density, but stable traffic operations. At level-of-service E, traffic conditions are at or near capacity. Forced operations and breakdown conditions characterize level-of-service F conditions.

Existing 2010 peak-period traffic conditions were modeled to determine current level-of-service conditions. The evening peak period was used in this modeling activity as these conditions are worse than those during the morning peak period. Five existing intersections, and one new, not yet constructed intersection were targeted for modeling:

- 120th Avenue NE at Northup Way
- 120th Avenue NE at NE 15th/16th Street (new intersection)
- 120th Avenue NE at NE 12th Street
- 120th Avenue NE at Bel-Red Road
- 120th Avenue NE at NE 8th Street
- NE 8th Street at Bel-Red Road

This modeling identified level-of-service D conditions at the intersection at Northup Way with more desirable conditions at the other intersections. More detailed information is available in the *Transportation Technical Report*.

#### 2.4.2 Safety and Design Deficiencies

The existing roadway is not built to the current roadway design standards of the City of Bellevue and, as a result, it creates unsafe conditions for vehicles, bicyclists, and pedestrians.

The warehouse and distribution land use character and types of existing businesses along the corridor result in a substantial number of large trucks and semi-tractor trailers both traveling along, and turning on and off the roadway. Many standard and articulated buses also travel on 120th Avenue NE. Curve radii for roadway intersections and property access driveways are generally of small diameter and do not sufficiently accommodate the required turning radii for these large vehicles. As a result, it is not uncommon for them to block both lanes of travel and use portions of the gravel edge of the roadway in order to turn on to or off of 120th Avenue NE to access adjacent properties.

Along certain segments of the corridor, it is common to see tractor trailers, large trucks, and standard-sized vehicles parked along the edge of the roadway. Many vehicles parked along the edge of the roadway appear to be employees of local businesses. There is currently no signage to regulate this illegal parking. Vehicles exiting the roadway to park, or entering the roadway from parking, have the potential to create hazardous situations, especially where sight distances are limited along this 30 mile-per-hour roadway. Additionally, because the roadway is not paved to allow for such parking, motorists unfamiliar with the area generally do not expect vehicles to make such movements. Lastly, once vehicles are parked, occupants must then walk along the side of the road and cross the road, often in areas where there are no sidewalks or crosswalks.

Plans to widen the roadway would require compliance with all applicable design standards. These standards would facilitate large vehicle turning movements along the roadway, would improve turning movements at existing intersections, and would improve both vertical and horizontal sight distances. In addition, the improvements would add curbs, gutters, sidewalks, and bicycle lanes along the length of the corridor, as well as crosswalks at the new signalized intersections. Safety would be improved for all modes of transportation in the corridor.

## 2.5 Forecast Transportation Needs

### 2.5.1 Future Traffic Volumes and Level-of-Service

Traffic modeling was performed to assess future traffic conditions in the 120th Avenue NE Corridor; the results are presented in Table 2-1. For planning purposes, the City of Bellevue assumes that level-of-service E is an acceptable condition in this urbanized city. In 2030, under the No Build Alternative, two of the five intersections would operate at an unacceptable level-of-service F: NE 15th/16th Street and Bel-Red Road. In comparison, none of the intersections would operate at level-of-service F under the Build Alternative. At NE 15th/16th Street, traffic conditions would be at level-of-service E and traffic delay due to congestion would be 57 seconds compared to 108 seconds under the No Build Alternative. The proposed roadway widening would result in even more significant performance improvements with level-of-service D compared to level-of-service F at the Bel-Red Road intersection. Moreover, the proposed widening of the 120th Avenue NE Corridor would substantially improve the transportation network in the project vicinity. Additional discussion is contained in the *Transportation Technical Report*.

Table 2-1. 2030 PM Peak Hour Level-of-Service

Intersection	2030 No Build Alternative	2030 Build Alternative
120th Ave NE at Northup Way	D	C
120th Ave NE at NE 15th/16th St	F	E
120th Ave NE at NE 12th St	E	E
120th Ave NE at W Driveway	---	A
120th Ave NE at Bel-Red Road	F	D
120th Ave NE at NE 8th St	E	E

### 2.5.2 Planned Transportation System Improvements

Two transportation projects are planned that would cross the 120th Avenue NE Corridor—the planned NE 15th/16th Street and the Sound Transit East Link light rail alignment serving Bellevue and Redmond.

As part of the proposed transportation network improvements in the Bel-Red Subarea, the City of Bellevue plans to construct a new roadway at approximately 15th/16th Street NE. This new roadway would intersect NE 12th Street just east of 116th Avenue NE and would travel eastward to cross 120th Avenue NE and continue eastward and then turn northward to intersect with NE 20th Street just west of 140th Avenue NE. The new NE 15/16th Street would intersect 120th Avenue NE at grade. Construction of this planned roadway would occur after the proposed improvements on 120th Avenue NE and would undergo a separate environmental review.

Sound Transit also is proposing to extend its light rail system to serve Bellevue and Redmond. The route of the light rail extension would leave downtown

1 Bellevue and closely follow the proposed alignment for NE 15th/16th Street.  
2 Where the light rail line would cross 120th Avenue NE, the alignment would be  
3 slightly north of the planned NE 15th/16th Street alignment. The light rail  
4 alignment is planned to be constructed in a trench under 120th Avenue NE. A  
5 light rail transit station is also planned just east of 120th Avenue NE. As with the  
6 planned 15th/16th Street roadway, the light rail line is expected to be  
7 constructed after the proposed completion of the 120th Avenue NE Corridor  
8 Project and would undergo a separate environmental review.

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## 3.0

## Description of Alternatives

This chapter discusses the engineering design considerations that led to the development of the project. Minor design alternatives that could avoid or minimize project impacts were also considered during this development phase. The following sections describe in detail the project, the construction approach, and the capital cost estimate. For comparison purposes, the No Build Alternative is also described.

### 3.1 Design Considerations

A number of design factors were considered for the project, including area businesses and buildings, property and driveway access and parking, adjacent wetlands, and a stream crossing. The specific design issues and constraints for each of the major sections of the corridor are described in the bulleted sections below:

- NE 8th Street to NE 12th Street:
  - Project to match 120th Avenue NE Segment 1 at approximately NE 7th Street
  - Pedestrian and bicycle facilities to be added
  - Traffic safety, demand, and freight movements at NE 8th Street intersection to be improved
  - Property acquisition required at NE 8th Street intersection due to roadway realignment
  - Potential impacts to property access and parking
  - Constructability concerns west of the existing right-of-way near Lake Bellevue due to poor soil conditions
  - Local topography generally rising south to north
  - Retaining wall placement and utility relocations
  - Intersection improvements at NE 12th Street to accommodate traffic demand and freight movements
- NE 12th Street to the new NE 15th/16th Street:
  - Project to match Segment 2 at NE 12th Street
  - Pedestrian and bicycle facilities to be added
  - Safeway and King County Metro buildings close to existing right-of-way
  - Accommodate the planned NE 15th/16th Street intersection and light rail alignment
  - Wetland adjacent to the east side of the existing right-of-way immediately north of NE 12th Street
  - Drainage from up-gradient properties east of the existing roadway
  - Potential impacts to property access and parking
  - Retaining wall placement and utility relocations

- New NE 15th/16th Street to just south of the West Tributary to Kelsey Creek:
  - Traffic safety, demand, and freight movements
  - Pedestrian and bicycle access
  - Adjacent businesses, structures, access, and parking
  - Constructability concerns west of the project alignment due to poor soil conditions
  - Grading, retaining wall placement, and utility relocation
  - Traffic demand and freight movements at new NE 15th/16th Street intersection
  - Future light rail alignment and station constraints
  - Future transit-oriented redevelopment of the area
- West Tributary of Kelsey Creek North to Northup Way:
  - Traffic safety, demand, and freight movements
  - Pedestrian and bicycle facilities to be added
  - Granger building in close proximity to existing right-of-way
  - Creek in culvert under the existing roadway
  - Wetlands both east and west of the roadway associated with the creek
  - Potential cultural resource considerations
  - Potential impacts to property access and parking
  - Constructability concerns west of the project alignment due to poor soil conditions near the creek
  - Retaining wall placement and utility relocation
  - Project to match existing intersection at Northup Way

## 3.2 Design Options Evaluated

During the initial engineering phase of project planning, a number of design options were considered prior to development of the current project design. Various issues were evaluated, some in depth and some with only cursory consideration given. These issues and evaluations are described in the paragraphs that follow.

### 3.2.1 Project Alignment

The proposed roadway improvements are for an existing roadway, not a new roadway across undeveloped land. The existing alignment is generally suitable for future transportation needs with some slight modifications to accommodate the proposed five-lane cross-section and minimize effects on land use and the surrounding environment. As a result, the engineers did not spend substantial time considering potential options to substantially change the existing center line alignment for the widened roadway.

### 3.2.2 Project Right-of-Way

The proposed roadway runs through a corridor of warehouse and commercial land uses. Parcels, though large, are developed with driveway access, parking, buildings, and other improvements; none of the parcels is undeveloped. Brief consideration was given to assessing whether the change from the existing two-lane roadway (approximately 60-foot right-of-way) to the proposed five-lane roadway (approximately 100-foot right-of-way) could be accommodated entirely by obtaining new right-of-way only on the east or west side of the existing right-of-way. However, placement of existing buildings close to the outside edge of the existing right-of-way on both sides of the roadway made this option infeasible.

For example, on the southeast corner of the intersection at Northup Way, one commercial building is presently about 25 feet away at its closest point from the existing right-of-way. On the west side of the roadway, the Granger building is approximately 400 feet south of the intersection of 120th Avenue NE at Northup Way and is only about 5 feet from the existing sidewalk. In addition, approximately 250 feet to the south, the West Tributary of Kelsey Creek crosses under 120th Avenue NE in a culvert. Because wetlands are located on the west side of the roadway and the creek parallels the roadway on the east side for about 300 feet, it was determined important to keep the existing centerline alignment at the creek crossing. Similar obstacles can be found along both sides of the roadway throughout the corridor. This makes it impossible to acquire the roughly 50 feet of new right-of-way needed from only one side of 120th Avenue NE. To minimize right-of-way acquisition impacts, it was determined that new right-of-way would need to be acquired from both sides of the road in varying amounts.

### 3.2.3 West Tributary of Kelsey Creek

Although it was decided that the existing roadway centerline alignment would remain at the creek crossing, several design options were considered for the creek crossing itself. A minimal disturbance approach was considered that would keep the creek in the existing culvert where it crosses and parallels the roadway while extending the crossing pipe with a new box culvert on the west side to accommodate the road widening where the creek enters the culvert.

At the other extreme, the creek could be relocated from the existing culvert to a natural setting and the proposed roadway could use a bridge to span the naturalized creek.

An intermediate approach evaluated for consistency with the City of Bellevue Code would require installation of a new, larger culvert that would traverse diagonally from the point where the creek currently enters the culvert to a point between the two existing driveway accesses to the Safeway Bakery Plant. It would then day-light the creek, except for a very short culvert to cross under the southerly driveway on the Safeway property. The design selected for the creek crossing is this intermediate approach, which could also accommodate future full day-lighting of the creek.

#### 3.2.4 NE 15/16th Street Corridor

Another design issue considered options for the planned crossings of the new NE 15th/16th Street and Sound Transit East Link light rail alignment. Construction of these two projects is expected to occur following the planned construction of the 120th Avenue NE Corridor Project. Since those actions follow the planned improvements for 120th Avenue NE, one design option was to essentially keep the existing vertical elevation of the roadway at this crossing. This would mean that when design for the new roadway and/or light rail alignment is further developed, improvements associated with those projects would include necessary modifications to cross under 120th Avenue NE.

A second approach was to coordinate with the project proponents and use best professional judgment to estimate the required increase in roadway elevation. The increase in elevation was determined to be about 9 feet, which is addressed as part of the future project and could result in fairly substantial regrading of 120th Avenue NE some distance north and south of the actual corridor crossing. To minimize these future roadway construction disruptions, and for only moderate additional cost at this time, the engineering team determined that the second approach was most appropriate and increased the roadway elevation as part of the improvements proposed for 120th Avenue NE.

#### 3.2.5 NE 8th Street

In the southern portion of the project corridor, the major design consideration was the configuration for the intersection at NE 8th Street. From the beginning of the project study, a key transportation operations consideration was to realign 120th Avenue NE to create a four-way intersection rather than keep the existing T-intersection and an off-set merge lane intersection that prevented eastbound turns. Two design options were considered. The first involved realigning the roadway mostly west of the existing centerline toward Lake Bellevue. This option resulted in a good design for the intersection, but would displace a substantial number of parking spaces. In addition, soil conditions were likely poor with a high risk of peat sediments. The alternative design option shifted the alignment eastward. The roadway geometry would be less desirable, but the underlying sediments were known to be superior and the overall eastward alignment would provide a better horizontal transition to the NE 12th Street intersection. For these reasons, the latter design option is incorporated into the project.

### 3.3 The Build Alternative

#### 3.3.1 Proposed Design

The project is divided into two roadway segments. Segment 2 extends from NE 8th Street to NE 12th Street, and Segment 3 extends from NE 12th Street to Northup Way. The overall project length is 1.1 miles. Project Segments 2 and 3 are approximately 0.3 mile and 0.8 mile, respectively. Widening 120th Avenue NE from the 300 block to the 700 block is Segment 1, and is addressed in a separate environmental document.

1 The roadway would be widened from NE 8th Street to Northup Way from a two-  
2 lane cross-section to a five-lane cross-section. The new design would include two  
3 lanes in each direction, a center two-way, left-turn lane, curbs and gutters,  
4 sidewalks, and bicycle lanes on both sides of the road (Figure 3-1). A new arterial  
5 roadway, NE 15th Street, would intersect 120th Avenue NE at grade, and a light  
6 rail alignment planned just north of NE 15th Street would cross under 120th  
7 Avenue NE. At this location, 120th Avenue NE would be elevated to accommodate  
8 light rail passing underneath.

9 The elements of the project include the following:

- 10 • Widen to five travel lanes (two travel lanes in each direction and a center  
11 turn lane)
- 12 • Realign the roadway south of Bel-Red Road to improve intersection  
13 operations at the NE 8th Street intersection
- 14 • Install continuous sidewalks and bicycle lanes on both sides of the street  
15 designed to City arterial street standards
- 16 • Include planting strips on both sides of the roadway, and other green  
17 spaces where possible
- 18 • Install storm drainage and water quality facilities that use natural  
19 drainage practices
- 20 • Connect with and minimize adverse effects to open-space areas and  
21 wetlands
- 22 • Accommodate new intersections with the planned NE 15th/16th Street  
23 Corridor and Sound Transit's East Link light rail line

24 Other project elements include illumination, landscaping, structural walls, traffic  
25 signals, and new and relocated utilities (Figure 3-1).

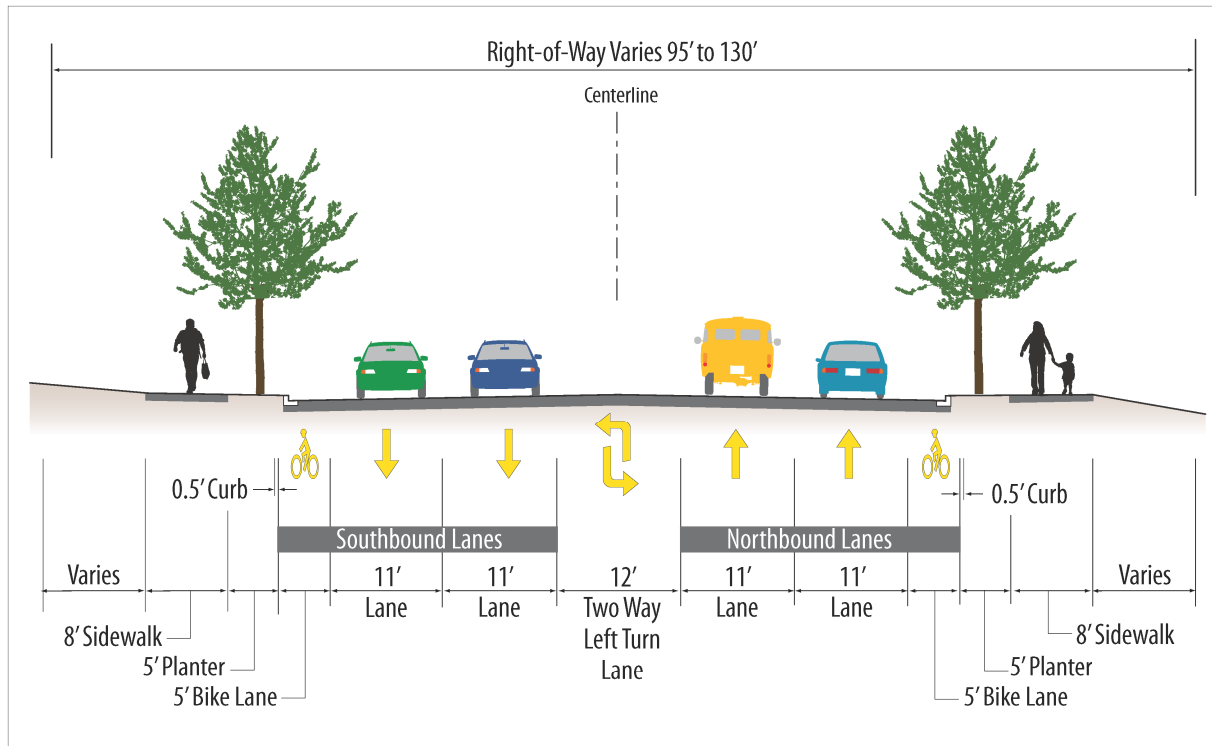


Figure 3-1. Typical Cross-Section

The project will straighten the 120th Avenue NE alignment in several locations, which would require a number of narrow strip property acquisitions along the corridor and the full acquisition of up to five parcels. The five full property acquisitions are currently parking lots, car dealerships, and a gasoline station. Parking adjacent to the roadway would also be eliminated as a result of the partial takes.

An existing corrugated metal culvert under 120th Avenue NE would be replaced as part of the Segment 3 work. The existing culvert conveys the West Tributary of Kelsey Creek under the roadway. The existing culvert would be replaced with a cement box culvert that would allow for better drainage, be fish-passable, and provide a wildlife crossing, if possible.

An estimated 20 Bellevue City-owned trees would be removed from Segment 2, along with a variety of native trees along Segment 3. A survey for significant trees, as defined by the City of Bellevue Land Use Code 20.50.046, would be performed prior to construction to establish which trees would require protection pursuant to the code.

Enhanced water treatment and flow control would be provided for the new impervious surfaces within the project limits, prior to discharge to either the West Tributary of Kelsey Creek or to Lake Bellevue and associated Sturtevant Creek.

An estimated 29,350 square feet of retaining walls would be constructed as part of the project: roughly 7,800 square feet in Segment 2 and approximately 21,550 square feet in Segment 3. New retaining walls and landscaping would follow the *Bel-Red Subarea Design Guidelines*.

### 3.3.2 Project Construction Approach and Schedule

Project construction would occur over a two-year period. It is assumed that the improvements from NE 8th Street to NE 12th Street would be completed and opened to traffic prior to those from NE 12th Street to Northup Way. This construction sequencing would minimize traffic impacts.

A minimum of one lane would be open for traffic in each direction along 120th Avenue NE as the project is constructed. The construction would occur on one-half of the roadway at a time. Only Bel-Red Road would be closed for any length of time (9 to 12 months) during the realignment of 120th Avenue NE near NE 8th Street.

Generally, the work is anticipated to occur in the following sequences:

- Contractor Mobilization—Months 1 and 2
- NE 8th Street to NE 12th Street Improvements—Months 3–12:
  - Traffic control and temporary erosion control
  - Utility relocation/installation
  - Roadway Side 1—Retaining walls, grading, paving, signals, and illumination
  - Roadway Side 2—Retaining walls, grading, paving, signals, and illumination
- NE 12th Street to Northup Way Improvements—Months 13–24
  - Traffic control and temporary erosion control
  - Utility relocation/installation
  - Roadway Side 1—Retaining walls, grading, paving, signals, and illumination
  - Roadway Side 2—Retaining walls, grading, paving, signals, and illumination

### 3.3.3 Estimated Capital Cost

The cost of construction for the project would be an estimated \$38.9 million. The construction cost is estimated to be approximately \$19.4 million, and the right-of-way cost is estimated to be approximately \$19.5 million. Funding is assumed to include monies from the following sources:

- 70 percent federal funds (TIGER II grant)
- 30 percent in local contribution

As part of its federal funding effort, the City is pursuing funding for project construction through the U.S. Department of Transportation TIGER II Discretionary Grant Program.

### 3.4 No Build Alternative

The No Build Alternative assumes that the project would not be built. Therefore, the roadway improvements included in the Build Alternative are not part of the No Build Alternative.

Roadway projects near the project area that are anticipated as part of the 2030 No Build Alternative include the following:

- 120th Avenue NE (Segment 1): Planning and design is currently underway to widen 120th Avenue NE between the 300 block and the 700 block. As with Segments 2 and 3, the planned widening would create a five-lane arterial.
- NE 15th Street: In concert with Sound Transit's East LINK Light Rail Project, NE 15th Street will be constructed across 120th Avenue NE and continue east as NE 15th/16th Street through the Bel-Red Corridor.
- 124th Avenue NE: As part of the Bel-Red Corridor Subarea Plan, this arterial is proposed to be widened to five lanes.
- SR 520/124th Avenue NE Interchange: The City of Bellevue is working with the Washington State Department of Transportation to design a new half interchange at 124th Avenue NE.
- Sound Transit's East LINK Light Rail Project: This project will consist of an electric light rail train system that will connect areas between Seattle and the Overlake Transit Center in Redmond. It is anticipated that the system will have a station just east of the intersection of 120th Avenue NE and NE 15th Street, located in the Spring District development. This project is expected to be completed between 2016 and 2021.

- TRB 2000      Transportation Research Board (TRB). 2000. *Highway Capacity Manual*.  
Bellevue 2008      Bellevue, City of (Bellevue). 2008. *Bel-Red Subarea Design Guidelines*. Planning  
Commission Recommendation, July 23, 2008.